

Appendix E

Impacts Summary

Appendix E identifies all the segments considered during the route selection process: including segments associated with the selected routes and the segments not selected for the routes. The table also summarizes the impacts associated with each segment. Crossover locations have been identified as options to vary the route and are identified on the maps with the letter “C”. Routes along the interstate are designated with an “I”, whereas routes along the Alliant Route are designated with a “T”. The eastern route segments have been identified with the letter “E”, whereas the western route segments have been identified with the letter “W.” Routes to Substation C varied from routes to Substations A and B. Due to this fact, these routes are identified separately as WSubC and 1SubC. The route to Substation C to the East Route was not considered as an option.

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Route Environmental Data

Project	Routing	Segment	# Residences/Distance from Line				# Businesses/ Farm Buildings	# Wetlands Crossed	# Wetlands Unable to Cross	Count of # of PWI Waters Spanned	# of Scientific and Natural Areas Crossed	# of Recreational Areas Crossed	Rare and T&E w/in 1/2 mi.
			0-40	40-100	100-200	200-300							
115	E		0	0	17	7	0	9	0	6	0	2	1
		E2	0	0	3	1	0	5	0	1	0	1	0
		E3	0	0	2	1	0	0	0	1	0	0	0
		E4	0	0	5	1	0	4	0	1	0	1	1
		E5	0	0	6	4	0	0	0	2	0	0	0
		EW1	0	0	1	0	0	0	0	1	0	0	0
	W		0	0	19	6	6	20	0	12	0	0	0
		EW1	0	0	1	0	0	0	0	1	0	0	0
		W2	0	0	1	0	0	1	0	1	0	0	0
		W3	0	0	2	0	0	2	0	2	0	0	0
		W4	0	0	0	0	0	2	0	2	0	0	0
		W5	0	0	12	6	0	12	0	3	0	0	0
		W6	0	0	3	0	6	3	0	3	0	0	0
	WSubC		0	0	20	6	6	22	0	13	0	0	0
		AW1	0	0	3	0	0	3	0	3	0	0	0
		W3	0	0	2	0	0	2	0	2	0	0	0
		W4	0	0	0	0	0	2	0	2	0	0	0
		W5	0	0	12	6	0	12	0	3	0	0	0
		W6	0	0	3	0	6	3	0	3	0	0	0
345	1		0	0	1	4	3	30	1	16	0	0	22
		C5	0	0	0	1	1	0	0	1	0	0	0
		C7	0	0	0	0	0	0	0	1	0	0	0
		I1	0	0	0	0	0	2	0	1	0	0	2
		I2	0	0	0	0	0	2	0	1	0	0	0
		I3	0	0	0	0	0	1	0	1	0	0	0
		I4	0	0	0	0	0	3	0	1	0	0	2
		I5	0	0	0	0	0	8	0	1	0	0	17
		I6	0	0	0	0	0	3	0	1	0	0	1
		I8	0	0	0	2	0	2	0	2	0	0	2
		I9	0	0	0	0	0	3	0	1	0	0	0
		T10	0	0	1	1	0	2	0	1	0	0	0
		T14	0	0	0	0	1	1	0	1	0	0	0
		T15	0	0	0	0	1	2	0	1	0	0	0
		T9	0	0	0	0	0	1	1	1	0	0	0
		I15	0	0	0	0	0	0	0	1	0	0	0
	1SubC		0	0	1	4	3	29	1	17	0	0	21
		C4	0	0	0	0	0	0	0	1	0	0	0
		C5	0	0	0	1	1	0	0	1	0	0	0
		C7	0	0	0	0	0	0	0	1	0	0	0
		I1	0	0	0	0	0	2	0	1	0	0	0
		I2	0	0	0	0	0	2	0	1	0	0	0
		I3	0	0	0	0	0	1	0	1	0	0	0
		I4	0	0	0	0	0	3	0	1	0	0	2
		I5	0	0	0	0	0	8	0	1	0	0	17
		I8	0	0	0	2	0	2	0	2	0	0	2
		I9	0	0	0	0	0	3	0	1	0	0	0
		T10	0	0	1	1	0	2	0	1	0	0	0
		T14	0	0	0	0	1	1	0	1	0	0	0
		T15	0	0	0	0	1	2	0	1	0	0	0
		T8	0	0	0	0	0	2	0	1	0	0	0
		T9	0	0	0	0	0	1	1	1	0	0	0
		I15	0	0	0	0	0	0	0	1	0	0	0
	2		1	3	2	4	7	50	2	17	0	1	23
		MF1	0	0	0	0	0	1	0	1	0	0	0
		T1	0	3	0	0	0	3	0	3	0	0	0
		T10	0	0	1	1	0	2	0	1	0	0	0
		T11	0	0	0	0	0	7	0	1	0	0	2
		T12	1	0	0	0	1	0	0	1	0	0	0
		T13	0	0	0	1	1	1	1	1	0	0	0
		T14	0	0	0	0	1	1	0	1	0	0	0
		T2	0	0	0	0	0	4	0	1	0	0	0
		T3	0	0	0	1	0	1	0	1	0	0	0
		T4	0	0	0	0	2	7	0	1	0	0	1
		T5	0	0	1	1	1	2	0	1	0	0	3
		T6	0	0	0	0	0	2	0	1	0	0	11
		T7	0	0	0	0	1	16	0	1	0	1	6
		T8	0	0	0	0	0	2	0	1	0	0	0
		T9	0	0	0	0	0	1	1	1	0	0	0

Assumptions:

- Wetlands numbers were compiled using the NWI maps and provide an estimate of the number of wetlands likely present along the route. These numbers do not necessarily represent the number of wetlands subject to state and federal wetland regulations.
- PWI waters were identified using the MN DNR PWI maps.
- Scientific and Natural Areas and Recreational Areas were acquired from the Minnesota DNR Data Del.
- Rare and Threatened and Endangered species were identified using data licensed from the Minnesota DNR for this project.
- Residences and Businesses were confirmed during field investigations and using 2003 FSA aerial photographs.
- Cultural Resources data is attached separately.

Route Environmental Data - Segments Not Selected

Segment	# Residences/Distance from Line				# Businesses/ Farm Buildings	# Wetlands Crossed	# Wetlands Unable to Cross	Count of # of PWI Waters Spanned	# of Scientific and Natural Areas Crossed	# of Recreational Areas Crossed	Rare and T&E w/in 1/2 mi.
	0-40	40-100	100-200	200-300							
C1	0	0	0	0	0	1	0	1	0	0	0
C2	0	0	0	0	0	0	0	1	0	0	0
C3	0	0	0	0	0	1	0	1	0	0	1
C6	0	0	0	0	0	0	0	1	0	0	0
I10	0	0	0	0	0	0	0	1	0	0	0
I11	0	0	0	0	0	2	0	2	0	0	0
I7	1	1	3	5	3	0	0	1	0	0	2
MF2	0	0	0	0	0	0	0	1	0	0	0
I12	0	0	0	0	0	0	0	1	0	0	0
I13	0	0	0	0	0	0	0	2	0	0	0
I14	0	0	0	0	0	0	0	1	0	0	0

Assumptions:

1. Wetlands numbers were compiled using the NWI maps and provide an estimate of the number of wetlands likely present along the route. These numbers do not necessarily represent the number of wetlands subject to state and federal wetland regulations.
2. PWI waters were identified using the MN DNR PWI maps.
3. Scientific and Natural Areas and Recreational Areas were acquired from the Minnesota DNR Data Deli.
4. Rare and Threatened and Endangered species were identified using data licensed from the Minnesota DNR for this project.
5. Residences and Businesses were confirmed during field investigations and using 2003 FSA aerial photographs.
6. Cultural Resources data is attached separately.

Land Use Total Impacts Summary

Project	Route	Total Route Length	Temporary Const. Road	Temporary Pole	Temporary Total	Permanent Total
115						
	E	36.66	88.92	22.23	111.15	0.67
	W	36.17	87.68	21.92	109.61	0.66
	WSubC	35.64	86.40	21.60	108.00	0.65
345						
	1	88.01	189.87	19.99	209.85	0.60
	2	85.71	183.42	19.31	202.73	0.58
	1SubC	87.85	189.48	19.95	209.42	0.60

Assumptions:

1. Units are in acres.
2. Number of poles was determined using the average span between poles, which was divided into the length of each route segment. This number is approximate since the final number of poles is dependent on the final engineering design. Average span for the 345 poles is 950-feet. Average span for 115 poles is 400-feet.
3. Temporary Construction Road was calculated using a 20-foot width, which is the temporary impacts associated with each route segment.
4. Temporary Pole Impacts were calculated assuming 2000 square foot area around each pole. This takes into account the construction road impacts calculated in E.6, so the impacted area around the pole is not counted
5. Temporary Total is the sum of the impacts associated with the temporary construction road and the temporary pole impacts.
6. Permanent impacts were calculated assuming impacts are 60 square feet per

Land Use* Percentage Summary

Project	Route	Segment	Avg. Agricultural %	Avg. Commercial %	Avg. Grassland %	Avg. Forested %	Avg. Residential %	Avg. Wetlands %
I15	E		90.7	0.2	7.6	0.7	0.9	0.0
		E2	87.5	0.5	7.4	2.5	2.1	0.0
		E3	98.9	0.0	1.0	0.0	0.1	0.0
		E4	91.5	0.1	6.3	0.4	1.7	0.0
		E5	91.3	0.2	7.8	0.7	0.1	0.1
		EW1	84.2	0.0	15.4	0.1	0.3	0.0
	W		89.7	0.0	8.9	1.1	0.4	0.0
		EW1	84.2	0.0	15.4	0.1	0.3	0.0
		W2	99.3	0.0	0.0	0.5	0.2	0.0
		W3	98.0	0.0	0.3	1.7	0.0	0.0
		W4	83.7	0.0	15.6	0.0	0.7	0.0
		W5	88.2	0.0	11.3	0.4	0.1	0.0
		W6	84.9	0.0	10.5	3.6	1.0	0.0
	WSubC		90.0	0.0	8.2	1.2	0.4	0.1
		AW1	95.4	0.0	3.5	0.4	0.0	0.7
		W3	98.0	0.0	0.3	1.7	0.0	0.0
		W4	83.7	0.0	15.6	0.0	0.7	0.0
		W5	88.2	0.0	11.3	0.4	0.1	0.0
		W6	84.9	0.0	10.5	3.6	1.0	0.0
345	1		63.5	0.3	15.8	0.1	0.2	0.1
		C5	97.0	3.0	0.0	0.0	0.0	0.0
		C7	98.4	0.0	1.6	0.0	0.0	0.0
		I1	0.0	0.0	0.0	0.0	0.0	0.0
		I2	0.0	0.0	0.0	0.0	0.0	0.0
		I3	0.0	0.0	0.0	0.0	0.0	0.0
		I4	52.8	0.1	46.5	0.3	0.0	0.3
		I5	45.6	0.1	53.9	0.2	0.1	0.1
		I6	79.8	0.0	20.2	0.0	0.0	0.0
		I8	54.4	0.0	45.6	0.0	0.0	0.0
		I9	35.1	0.0	64.5	0.0	0.0	0.4
		T10	94.9	0.9	4.1	0.0	0.0	0.1
		T14	98.6	0.0	0.0	0.0	1.4	0.0
		T15	100.0	0.0	0.0	0.0	0.0	0.0
		T9	98.5	0.0	0.0	0.6	0.9	0.0
		I15	97.9	0.8	1.0	0.3	0.0	0.0
	2		74.7	0.2	4.3	0.2	0.3	0.4
		MF1	96.2	1.2	2.6	0.0	0.0	0.0
		T1	0.0	0.0	0.0	0.0	0.0	0.0
		T10	94.9	0.9	4.1	0.0	0.0	0.1
		T11	98.6	0.0	1.4	0.0	0.0	0.0
		T12	98.6	0.5	0.7	0.2	0.0	0.0
		T13	86.2	0.0	7.9	0.0	0.9	5.0
		T14	98.6	0.0	0.0	0.0	1.4	0.0
		T2	0.0	0.0	0.0	0.0	0.0	0.0
		T3	0.0	0.0	0.0	0.0	0.0	0.0
		T4	73.5	0.0	25.3	1.2	0.0	0.0
		T5	97.1	0.2	2.0	0.5	0.2	0.0
		T6	98.2	0.0	1.8	0.0	0.0	0.0
		T7	86.2	0.1	12.6	0.4	0.4	0.3
		T8	93.2	0.0	6.5	0.3	0.0	0.0
		T9	98.5	0.0	0.0	0.6	0.9	0.0
	ISubC		66.0	0.3	14.5	0.2	0.2	0.1
		C4	90.2	0.0	8.7	1.1	0.0	0.0
		C5	97.0	3.0	0.0	0.0	0.0	0.0
		C7	98.4	0.0	1.6	0.0	0.0	0.0
		I1	0.0	0.0	0.0	0.0	0.0	0.0
		I2	0.0	0.0	0.0	0.0	0.0	0.0
		I3	0.0	0.0	0.0	0.0	0.0	0.0
		I4	52.8	0.1	46.5	0.3	0.0	0.3
		I5	45.6	0.1	53.9	0.2	0.1	0.1
		I8	54.4	0.0	45.6	0.0	0.0	0.0
		I9	35.1	0.0	64.5	0.0	0.0	0.4
		T10	94.9	0.9	4.1	0.0	0.0	0.1
		T14	98.6	0.0	0.0	0.0	1.4	0.0
		T15	100.0	0.0	0.0	0.0	0.0	0.0
		T8	93.2	0.0	6.5	0.3	0.0	0.0
		T9	98.5	0.0	0.0	0.6	0.9	0.0
		I15	97.9	0.8	1.0	0.3	0.0	0.0

* Land Use data was obtained from the Minnesota LMIC *International Coalition Land Use/Land Cover* project. Each land use type is defined in Appendix G.
WSubC represents impacts along Route W where the line is routed to Substation C.
ISub C represents impacts along Route 1 where the line is routed to Substation C.

Land Use* Percentage Summary - Segments Not Selected

Segment	Avg. Agricultural %	Avg. Commercial %	Avg. Grassland %	Avg. Forested %	Avg. Residential %	Avg. Wetlands %
C1	0.0	0.0	0.0	0.0	0.0	0.0
C2	0.0	0.0	0.0	0.0	0.0	0.0
C3	70.4	6.2	19.9	3.5	0.0	0.0
C6	92.7	0.0	7.3	0.0	0.0	0.0
I10	34.4	0.0	65.6	0.0	0.0	0.0
I11	49.5	0.0	50.5	0.0	0.0	0.0
I7	86.6	1.1	9.6	1.4	1.3	0.0
MF2	98.8	0.0	1.2	0.0	0.0	0.0
I12	100.0	0.0	0.0	0.0	0.0	0.0
I13	78.6	0.0	21.4	0.0	0.0	0.0
I14	100.0	0.0	0.0	0.0	0.0	0.0

* Land Use data was obtained from the Minnesota LMIC *International Coalition Land Use/Land Cover* project. Each land use type is defined in Appendix G.

WSubC represents impacts along Route W where the line is routed to Substation C.

I1Sub C represents impacts along Route 1 where the line is routed to Substation C.

Land Use Impacts Summary: Temporary Construction Road

Project	Route	Segment	Land Use Types					
			Agricultural	Grassland	Commercial	Forested	Residential	Wetlands
115	E		81.14	6.11	0.16	0.70	0.79	0.03
		E2	14.81	1.25	0.08	0.42	0.36	0.00
		E3	15.82	0.16	0.00	0.00	0.02	0.00
		E4	19.94	1.37	0.02	0.09	0.37	0.00
		E5	23.24	1.99	0.05	0.18	0.03	0.03
		EW1	7.33	1.34	0.00	0.01	0.03	0.00
	W		77.21	8.96	0.00	1.12	0.40	0.00
		EW1	7.33	1.34	0.00	0.01	0.03	0.00
		W2	4.67	0.00	0.00	0.02	0.01	0.00
		W3	11.86	0.04	0.00	0.21	0.00	0.00
		W4	14.31	2.67	0.00	0.00	0.12	0.00
		W5	20.44	2.62	0.00	0.09	0.02	0.00
		W6	18.61	2.30	0.00	0.79	0.22	0.00
	WSubC		76.77	8.05	0.00	1.14	0.36	0.08
		W3	11.86	0.04	0.00	0.21	0.00	0.00
		W4	14.31	2.67	0.00	0.00	0.12	0.00
		W5	20.44	2.62	0.00	0.09	0.02	0.00
		W6	18.61	2.30	0.00	0.79	0.22	0.00
		AW1	11.56	0.42	0.00	0.05	0.00	0.08
345	1		122.68	66.10	0.43	0.23	0.23	0.20
		C5	3.53	0.00	0.11	0.00	0.00	0.00
		C7	2.39	0.04	0.00	0.00	0.00	0.00
		I1	0.00	0.00	0.00	0.00	0.00	0.00
		I2	0.00	0.00	0.00	0.00	0.00	0.00
		I3	0.00	0.00	0.00	0.00	0.00	0.00
		I4	14.68	12.93	0.01	0.09	0.00	0.09
		I5	24.25	28.67	0.05	0.11	0.05	0.05
		I6	13.97	3.54	0.00	0.00	0.00	0.00
		I8	18.13	15.20	0.00	0.00	0.00	0.00
		I9	2.54	4.66	0.00	0.00	0.00	0.03
		T10	24.18	1.04	0.23	0.00	0.00	0.03
		T14	9.63	0.00	0.00	0.00	0.14	0.00
		T15	2.55	0.00	0.00	0.00	0.00	0.00
		T9	4.15	0.00	0.00	0.03	0.04	0.00
		I15	2.68	0.03	0.02	0.01	0.00	0.00
	2		168.35	13.10	0.43	0.52	0.48	0.55
		MF1	5.04	0.14	0.06	0.00	0.00	0.00
		T1	0.00	0.00	0.00	0.00	0.00	0.00
		T10	24.18	1.04	0.23	0.00	0.00	0.03
		T11	24.86	0.35	0.00	0.00	0.00	0.00
		T12	9.59	0.07	0.05	0.02	0.00	0.00
		T13	6.27	0.57	0.00	0.00	0.07	0.36
		T14	9.63	0.00	0.00	0.00	0.14	0.00
		T2	0.00	0.00	0.00	0.00	0.00	0.00
		T3	0.00	0.00	0.00	0.00	0.00	0.00
		T4	9.55	3.29	0.00	0.16	0.00	0.00
		T5	15.65	0.32	0.03	0.08	0.03	0.00
		T6	5.26	0.10	0.00	0.00	0.00	0.00
		T7	44.95	6.57	0.05	0.21	0.21	0.16
		T8	9.22	0.64	0.00	0.03	0.00	0.00
		T9	4.15	0.00	0.00	0.03	0.04	0.00
	1SubC		124.45	63.84	0.43	0.34	0.23	0.20
		C4	6.52	0.63	0.00	0.08	0.00	0.00
		C5	3.53	0.00	0.11	0.00	0.00	0.00
		C7	2.39	0.04	0.00	0.00	0.00	0.00
		I1	0.00	0.00	0.00	0.00	0.00	0.00
		I2	0.00	0.00	0.00	0.00	0.00	0.00
		I3	0.00	0.00	0.00	0.00	0.00	0.00
		I4	14.68	12.93	0.01	0.09	0.00	0.09
		I5	24.25	28.67	0.05	0.11	0.05	0.05
		I8	18.13	15.20	0.00	0.00	0.00	0.00
		I9	2.54	4.66	0.00	0.00	0.00	0.03
		T10	24.18	1.04	0.23	0.00	0.00	0.03
		T14	9.63	0.00	0.00	0.00	0.14	0.00
		T15	2.55	0.00	0.00	0.00	0.00	0.00
		T8	9.22	0.64	0.00	0.03	0.00	0.00
		T9	4.15	0.00	0.00	0.03	0.04	0.00
		I15	2.68	0.03	0.02	0.01	0.00	0.00

Assumptions:

1. Units are in acres.
2. Temporary Construction Road was calculated using a 20-foot width, which is the temporary impacts associated with each route segment.
3. Land Use Types are defined in Appendix G.

Land Use Impacts Summary: Temporary Construction Road - Segments Not Selected

Land Use Types						
Segment	Agricultural	Grassland	Commercial	Forested	Residential	Wetlands
C1	0.00	0.00	0.00	0.00	0.00	0.00
C2	0.00	0.00	0.00	0.00	0.00	0.00
C3	5.22	1.48	0.46	0.26	0.00	0.00
C6	2.36	0.19	0.00	0.00	0.00	0.00
I10	3.34	6.36	0.00	0.00	0.00	0.00
I11	0.78	0.80	0.00	0.00	0.00	0.00
I7	22.61	2.51	0.29	0.37	0.34	0.00
MF2	2.28	0.03	0.00	0.00	0.00	0.00
I12	1.53	0.00	0.00	0.00	0.00	0.00
I13	3.28	0.89	0.00	0.00	0.00	0.00
I14	2.16	0.00	0.00	0.00	0.00	0.00

Assumptions:

1. Units are in acres.
2. Temporary Construction Road was calculated using a 20-foot width, which is the temporary impacts associated with each route segment.
3. Land Use Types are defined in Appendix G.

Land Use Impacts Summary: Temporary Pole Impacts

			Land Use Types					
Project	Route	Segment	Agricultural	Grassland	Commercial	Forested	Residential	Wetlands
115								
	E		20.28	1.53	0.04	0.17	0.20	0.01
		E2	3.70	0.31	0.02	0.11	0.09	0.00
		E3	3.96	0.04	0.00	0.00	0.00	0.00
		E4	4.99	0.34	0.01	0.02	0.09	0.00
		E5	5.81	0.50	0.01	0.04	0.01	0.01
		EW1	1.83	0.34	0.00	0.00	0.01	0.00
	W		19.30	2.24	0.00	0.28	0.10	0.00
		EW1	1.83	0.34	0.00	0.00	0.01	0.00
		W2	1.17	0.00	0.00	0.01	0.00	0.00
		W3	2.96	0.01	0.00	0.05	0.00	0.00
		W4	3.58	0.67	0.00	0.00	0.03	0.00
		W5	5.11	0.65	0.00	0.02	0.01	0.00
		W6	4.65	0.58	0.00	0.20	0.05	0.00
	WSubC		19.19	2.01	0.00	0.29	0.09	0.02
		W3	2.96	0.01	0.00	0.05	0.00	0.00
		W4	3.58	0.67	0.00	0.00	0.03	0.00
		W5	5.11	0.65	0.00	0.02	0.01	0.00
		W6	4.65	0.58	0.00	0.20	0.05	0.00
		AW1	2.89	0.11	0.00	0.01	0.00	0.02
345								
	1		12.91	6.96	0.04	0.02	0.02	0.02
		C5	0.37	0.00	0.01	0.00	0.00	0.00
		C7	0.25	0.00	0.00	0.00	0.00	0.00
		I1	0.00	0.00	0.00	0.00	0.00	0.00
		I2	0.00	0.00	0.00	0.00	0.00	0.00
		I3	0.00	0.00	0.00	0.00	0.00	0.00
		I4	1.55	1.36	0.00	0.01	0.00	0.01
		I5	2.55	3.02	0.01	0.01	0.01	0.01
		I6	1.47	0.37	0.00	0.00	0.00	0.00
		I8	1.91	1.60	0.00	0.00	0.00	0.00
		I9	0.27	0.49	0.00	0.00	0.00	0.00
		T10	2.55	0.11	0.02	0.00	0.00	0.00
		T14	1.01	0.00	0.00	0.00	0.01	0.00
		T15	0.27	0.00	0.00	0.00	0.00	0.00
		T9	0.44	0.00	0.00	0.00	0.00	0.00
		I15	0.28	0.00	0.00	0.00	0.00	0.00
	2		17.72	1.38	0.04	0.05	0.05	0.06
		MF1	0.53	0.01	0.01	0.00	0.00	0.00
		T1	0.00	0.00	0.00	0.00	0.00	0.00
		T10	2.55	0.11	0.02	0.00	0.00	0.00
		T11	2.62	0.04	0.00	0.00	0.00	0.00
		T12	1.01	0.01	0.01	0.00	0.00	0.00
		T13	0.66	0.06	0.00	0.00	0.01	0.04
		T14	1.01	0.00	0.00	0.00	0.01	0.00
		T2	0.00	0.00	0.00	0.00	0.00	0.00
		T3	0.00	0.00	0.00	0.00	0.00	0.00
		T4	1.01	0.35	0.00	0.02	0.00	0.00
		T5	1.65	0.03	0.00	0.01	0.00	0.00
		T6	0.55	0.01	0.00	0.00	0.00	0.00
		T7	4.73	0.69	0.01	0.02	0.02	0.02
		T8	0.97	0.07	0.00	0.00	0.00	0.00
		T9	0.44	0.00	0.00	0.00	0.00	0.00
	1SubC		13.10	6.72	0.04	0.04	0.02	0.02
		C4	0.69	0.07	0.00	0.01	0.00	0.00
		C5	0.37	0.00	0.01	0.00	0.00	0.00
		C7	0.25	0.00	0.00	0.00	0.00	0.00
		I1	0.00	0.00	0.00	0.00	0.00	0.00
		I2	0.00	0.00	0.00	0.00	0.00	0.00
		I3	0.00	0.00	0.00	0.00	0.00	0.00
		I4	1.55	1.36	0.00	0.01	0.00	0.01
		I5	2.55	3.02	0.01	0.01	0.01	0.01
		I8	1.91	1.60	0.00	0.00	0.00	0.00
		I9	0.27	0.49	0.00	0.00	0.00	0.00
		T10	2.55	0.11	0.02	0.00	0.00	0.00
		T14	1.01	0.00	0.00	0.00	0.01	0.00
		T15	0.27	0.00	0.00	0.00	0.00	0.00
		T8	0.97	0.07	0.00	0.00	0.00	0.00
		T9	0.44	0.00	0.00	0.00	0.00	0.00
		I15	0.28	0.00	0.00	0.00	0.00	0.00

Assumptions:

- Units are in acres.
- Number of poles was determined using the average span between poles, which was divided into the length of each route segment. This number is approximate since the final number of poles is dependent on the final engineering design. Average span for the 345 poles is 950-feet. Average span for 115 poles is 400-feet.
- Temporary Pole Impacts were calculated assuming 2000 square foot area around reach pole. This takes into account the construction road impacts calculated in E.6, so the impacted area around the pole is not counted twice.
- Land Use Types are defined in Appendix G.

Land Use Impacts Summary: Temporary Pole Impacts - Segments Not Selected

Segment	Land Use Types					
	Agricultural	Grassland	Commercial	Forested	Residential	Wetlands
C1	0.00	0.00	0.00	0.00	0.00	0.00
C2	0.00	0.00	0.00	0.00	0.00	0.00
C3	0.55	0.16	0.05	0.03	0.00	0.00
C6	0.25	0.02	0.00	0.00	0.00	0.00
I10	0.35	0.67	0.00	0.00	0.00	0.00
I11	0.08	0.08	0.00	0.00	0.00	0.00
I7	2.38	0.26	0.03	0.04	0.04	0.00
MF2	0.24	0.00	0.00	0.00	0.00	0.00
I12	0.16	0.00	0.00	0.00	0.00	0.00
I13	0.34	0.09	0.00	0.00	0.00	0.00
I14	0.23	0.00	0.00	0.00	0.00	0.00

Assumptions:

1. Units are in acres.
2. Number of poles was determined using the average span between poles, which was divided into the length of each route segment. This number is approximate since the final number of poles is dependent on the final engineering design. Average span for the 345 poles is 950-feet. Average span for 115 poles is
3. Temporary Pole Impacts were calculated assuming 2000 square foot area around each pole. This takes into account the construction road impacts calculated in E.6, so the impacted area around the pole is not
4. Land Use Types are defined in Appendix G.

Land Use Impacts Summary: Permanent Impacts

			Land Use Types					
Project	Route	Segment	Agricultural	Grassland	Commercial	Forested	Residential	Wetlands
115								
	E		0.61	0.05	0.00	0.01	0.01	0.00
		E2	0.11	0.01	0.00	0.00	0.00	0.00
		E3	0.12	0.00	0.00	0.00	0.00	0.00
		E4	0.15	0.01	0.00	0.00	0.00	0.00
		E5	0.17	0.01	0.00	0.00	0.00	0.00
		EW1	0.05	0.01	0.00	0.00	0.00	0.00
	W		0.58	0.07	0.00	0.01	0.00	0.00
		EW1	0.05	0.01	0.00	0.00	0.00	0.00
		W2	0.04	0.00	0.00	0.00	0.00	0.00
		W3	0.09	0.00	0.00	0.00	0.00	0.00
		W4	0.11	0.02	0.00	0.00	0.00	0.00
		W5	0.15	0.02	0.00	0.00	0.00	0.00
		W6	0.14	0.02	0.00	0.01	0.00	0.00
	WSubC		0.58	0.06	0.00	0.01	0.00	0.00
		W3	0.09	0.00	0.00	0.00	0.00	0.00
		W4	0.11	0.02	0.00	0.00	0.00	0.00
		W5	0.15	0.02	0.00	0.00	0.00	0.00
		W6	0.14	0.02	0.00	0.01	0.00	0.00
		AW1	0.09	0.00	0.00	0.00	0.00	0.00
345								
	1		0.39	0.21	0.00	0.00	0.00	0.00
		C5	0.01	0.00	0.00	0.00	0.00	0.00
		C7	0.01	0.00	0.00	0.00	0.00	0.00
		I1	0.00	0.00	0.00	0.00	0.00	0.00
		I2	0.00	0.00	0.00	0.00	0.00	0.00
		I3	0.00	0.00	0.00	0.00	0.00	0.00
		I4	0.05	0.04	0.00	0.00	0.00	0.00
		I5	0.08	0.09	0.00	0.00	0.00	0.00
		I6	0.04	0.01	0.00	0.00	0.00	0.00
		I8	0.06	0.05	0.00	0.00	0.00	0.00
		I9	0.01	0.01	0.00	0.00	0.00	0.00
		T10	0.08	0.00	0.00	0.00	0.00	0.00
		T14	0.03	0.00	0.00	0.00	0.00	0.00
		T15	0.01	0.00	0.00	0.00	0.00	0.00
		T9	0.01	0.00	0.00	0.00	0.00	0.00
		I15	0.01	0.00	0.00	0.00	0.00	0.00
	2		0.53	0.04	0.00	0.00	0.00	0.00
		MF1	0.02	0.00	0.00	0.00	0.00	0.00
		T1	0.00	0.00	0.00	0.00	0.00	0.00
		T10	0.08	0.00	0.00	0.00	0.00	0.00
		T11	0.08	0.00	0.00	0.00	0.00	0.00
		T12	0.03	0.00	0.00	0.00	0.00	0.00
		T13	0.02	0.00	0.00	0.00	0.00	0.00
		T14	0.03	0.00	0.00	0.00	0.00	0.00
		T2	0.00	0.00	0.00	0.00	0.00	0.00
		T3	0.00	0.00	0.00	0.00	0.00	0.00
		T4	0.03	0.01	0.00	0.00	0.00	0.00
		T5	0.05	0.00	0.00	0.00	0.00	0.00
		T6	0.02	0.00	0.00	0.00	0.00	0.00
		T7	0.14	0.02	0.00	0.00	0.00	0.00
		T8	0.03	0.00	0.00	0.00	0.00	0.00
		T9	0.01	0.00	0.00	0.00	0.00	0.00
	1SubC		0.39	0.20	0.00	0.00	0.00	0.00
		C4	0.02	0.00	0.00	0.00	0.00	0.00
		C5	0.01	0.00	0.00	0.00	0.00	0.00
		C7	0.01	0.00	0.00	0.00	0.00	0.00
		I1	0.00	0.00	0.00	0.00	0.00	0.00
		I2	0.00	0.00	0.00	0.00	0.00	0.00
		I3	0.00	0.00	0.00	0.00	0.00	0.00
		I4	0.05	0.04	0.00	0.00	0.00	0.00
		I5	0.08	0.09	0.00	0.00	0.00	0.00
		I8	0.06	0.05	0.00	0.00	0.00	0.00
		I9	0.01	0.01	0.00	0.00	0.00	0.00
		T10	0.08	0.00	0.00	0.00	0.00	0.00
		T14	0.03	0.00	0.00	0.00	0.00	0.00
		T15	0.01	0.00	0.00	0.00	0.00	0.00
		T8	0.03	0.00	0.00	0.00	0.00	0.00
		T9	0.01	0.00	0.00	0.00	0.00	0.00
		I15	0.01	0.00	0.00	0.00	0.00	0.00

Assumptions:

1. Units are in acres.
2. Number of poles was determined using the average span between poles, which was divided into the length of each route segment. This number is approximate since the final number of poles is dependent on the final engineering design. Average span for the 345 poles is 950-feet. Average span for 115 poles is 400-feet.
3. Permanent impacts were calculated assuming impacts are 60 square feet per pole.
4. Land Use Types are defined in Appendix G.

Land Use Impacts Summary: Permanent Impacts - Segments Not Selected

Segment	Land Use Types					
	Agricultural	Grassland	Commercial	Forested	Residential	Wetlands
C1	0.00	0.00	0.00	0.00	0.00	0.00
C2	0.00	0.00	0.00	0.00	0.00	0.00
C3	0.02	0.00	0.00	0.00	0.00	0.00
C6	0.01	0.00	0.00	0.00	0.00	0.00
I10	0.01	0.02	0.00	0.00	0.00	0.00
I11	0.00	0.00	0.00	0.00	0.00	0.00
I7	0.07	0.01	0.00	0.00	0.00	0.00
MF2	0.01	0.00	0.00	0.00	0.00	0.00
I12	0.00	0.00	0.00	0.00	0.00	0.00
I13	0.01	0.00	0.00	0.00	0.00	0.00
I14	0.01	0.00	0.00	0.00	0.00	0.00

Assumptions:

1. Units are in acres.
2. Number of poles was determined using the average span between poles, which was divided into the length of each route segment. This number is approximate since the final number of poles is dependent on the final engineering design. Average span for the 345 poles is 950-feet. Average span for 115 poles is 400-feet.
3. Permanent impacts were calculated assuming impacts are 60 square feet per pole.
4. Land Use Types are defined in Appendix G.

ROW Sharing Summary

Project	Routing	Segment	Corridor Shared	Total Length	Shared Length	ROW Required
115	E					197.50
		E2				36.00
			Twp. Road			36.00
				6.98		36.00
					6.98	36.00
		E3				34.00
			Twp. Road			34.00
				6.60		34.00
					6.60	34.00
		E4				46.30
			Twp. Road			46.30
				8.99		46.30
					8.99	46.30
		E5				62.70
			None			9.10
				10.50		9.10
					1.00	9.10
			Twp. Road			53.60
				10.50		53.60
					9.50	53.60
		EW1				18.50
			Highway			18.50
				3.59		18.50
					3.59	18.50
	W					217.60
		EW1				18.50
			Highway			18.50
				3.59		18.50
					3.59	18.50
		W2				17.60
			None			17.60
				1.94		17.60
					0.00	17.60
		W3				20.60
			69 kV T-Line			0.00
				4.99		0.00
					1.00	0.00
			Twp. Road			20.60
				4.99		20.60
					4.99	20.60
		W4				73.60
			None			37.30
				7.05		37.30
					3.00	37.30
			Twp. Road			36.30
				7.05		36.30
					4.05	36.30

ROW Sharing Summary

Project	Routing	Segment	Corridor Shared	Total Length	Shared Length	ROW Required
115	W	W5				22.30
			69 kV T-Line			0.00
				9.56		0.00
					6.00	0.00
			None			9.10
				9.56		9.10
					1.00	9.10
			Twp. Road			13.20
				9.56		13.20
					8.56	13.20
		W6				65.00
			69 kV T-Line			0.00
				9.04		0.00
					6.00	0.00
			None			54.50
				9.04		54.50
					1.50	54.50
			Twp. Road			10.50
				9.04		10.50
					7.54	10.50
	WSubC					211.10
		AW1				29.60
			69 kV T-Line			4.50
				5.00		4.50
					0.50	4.50
			None			4.50
				5.00		4.50
					0.50	4.50
			Twp. Road			20.60
				5.00		20.60
					4.00	20.60
		W3				20.60
			69 kV T-Line			0.00
				4.99		0.00
					1.00	0.00
			Twp. Road			20.60
				4.99		20.60
					4.99	20.60

ROW Sharing Summary

Project	Routing	Segment	Corridor Shared	Total Length	Shared Length	ROW Required
115	WSubC	W4	None			73.60
						37.30
			Twp. Road	7.05		37.30
					3.00	37.30
						36.30
				7.05		36.30
		W5	69 kV T-Line		4.05	36.30
						22.30
			None			0.00
				9.56		0.00
			Twp. Road		6.00	0.00
						9.10
		W6	69 kV T-Line	9.56		9.10
					1.00	9.10
			None			13.20
				9.56		13.20
			Twp. Road		8.56	13.20
						65.00
		W6	69 kV T-Line			0.00
				9.04		0.00
			None		6.00	0.00
						54.50
			Twp. Road	9.04		54.50
					1.50	54.50
345	1	C5	County/Twp. Road			10.50
						10.50
			Twp. Road	9.04		10.50
					7.54	10.50
						646.31
				1.50		27.30
		C7	County/Twp. Road			27.30
						27.30
			Twp. Road	1.50		27.30
					1.50	27.30
						0.00
						0.00
		I1	161 T-line	1.00		0.00
					1.00	0.00
			Highway			31.30
				3.23		31.30
			345 T-line		3.23	31.30
						0.00
		I15	345 T-line			0.00
				1.13		0.00
			Highway		1.13	0.00
						18.90
			Highway	1.95		18.90
					1.95	18.90
		I3	Highway			43.70
				4.51		43.70
			Highway			43.70
					4.51	43.70
			Highway			43.70
						43.70

ROW Sharing Summary

Project	Routing	Segment	Corridor Shared	Total Length	Shared Length	ROW Required
345	1	14				111.26
			Highway			111.26
				11.47	11.47	111.26
		15				212.80
			Highway			212.80
				21.94	21.94	212.80
		16				38.80
			Highway			38.80
				7.22	4.00	38.80
		18				133.35
			County/Twp. Road			31.50
				13.75	3.25	31.50
			Highway			101.85
				13.75	10.50	101.85
		19				28.90
			Highway			28.90
				2.98	2.98	28.90
		T10				0.00
			161 T-line			0.00
				10.51	10.51	0.00
		T14				0.00
			161 T-line			0.00
				4.03	4.03	0.00
		T15				0.00
			161 T-line			0.00
				1.05	1.05	0.00
		T9				0.00
			161 T-line			0.00
				1.74	1.74	0.00

ROW Sharing Summary

Project	Routing	Segment	Corridor Shared	Total Length	Shared Length	ROW Required
345	ISubC					662.01
		C4				54.50
			None			54.50
				2.98		54.50
					0.00	54.50
		C5				27.30
			County/Twp. Road			27.30
				1.50		27.30
					1.50	27.30
		C7				0.00
			161 T-line			0.00
				1.00		0.00
					1.00	0.00
		I1				31.30
			Highway			31.30
				3.23		31.30
					3.23	31.30
		I15				0.00
			345 T-line			0.00
				1.13		0.00
					1.13	0.00
		I2				18.90
			Highway			18.90
				1.95		18.90
					1.95	18.90
		I3				43.70
			Highway			43.70
				4.51		43.70
					4.51	43.70
		I4				111.26
			Highway			111.26
				11.47		111.26
					11.47	111.26
		I5				212.80
			Highway			212.80
				21.94		212.80
					21.94	212.80
		I8				133.35
			County/Twp. Road			31.50
				13.75		31.50
					3.25	31.50
			Highway			101.85
				13.75		101.85
					10.50	101.85
		I9				28.90
			Highway			28.90
				2.98		28.90
					2.98	28.90
		T10				0.00
			161 T-line			0.00
				10.51		0.00
					10.51	0.00

ROW Sharing Summary

Project	Routing	Segment	Corridor Shared	Total Length	Shared Length	ROW Required
345	ISubC	T14	161 T-line			0.00
						0.00
				4.03	4.03	0.00
		T15	161 T-line			0.00
						0.00
				1.05	1.05	0.00
		T8	161 T-line			0.00
						0.00
				4.08	4.08	0.00
		T9	161 T-line			0.00
						0.00
				1.74	1.74	0.00
		2	MF1			289.10
						39.30
						39.30
		T1	115 T-line			58.70
						6.10
				3.56	0.70	6.10
		T10	345 T-line			10.90
						10.90
				3.56	0.60	10.90
		T11	None			41.70
						41.70
				3.56	2.26	41.70
		T12	161 T-line			0.00
						0.00
				10.51	10.51	0.00
		T13	161 T-line			0.00
						0.00
				10.40	10.40	0.00
		T14	None			72.00
						72.00
				4.01	0.00	72.00

ROW Sharing Summary

Project	Routing	Segment	Corridor Shared	Total Length	Shared Length	ROW Required
345	2	T13	None			54.60
				3.00	0.00	54.60
		T14	161 T-line	4.03	4.03	0.00
		T2	161 T-line	1.97	1.97	0.00
		T3	161 T-line	4.52	4.52	0.00
		T4	161 T-line	5.36	5.36	0.00
		T5	County/Twp. Road	6.65	6.65	64.50
		T6	161 T-line	2.21	2.21	0.00
		T7	161 T-line	21.51	21.51	0.00
		T8	161 T-line	4.08	4.08	0.00
		T9	161 T-line	1.74	1.74	0.00

Assumptions:

1. ROW Required represents (in acres) the amount of additional ROW that will be needed based on the structure types proposed.
2. The total ROW needed for the 345 kV Davit Arm Structure is 150 feet, whereas 75 feet of total ROW is required for 115 kV Davit Arm Structures when the transmission line is routed cross-country.
3. When paralleling a road, 80 feet of ROW is required for a 345 kV Davit Arm Structure, whereas 42.5 feet of ROW is required for a 115 kV Davit Arm Structure.
4. No additional ROW will be required if the transmission line follows the existing 161 kV ROW.
5. Shared length is the length of ROW that the proposed route will follow.

ROW Sharing Summary - Segments Not Selected

Segment	Corridor Shared	Total Length	Shared Length	ROW Required
C1	161 T-line			0.00
		0.28	0.28	0.00
C2	345 T-line			0.00
		0.97	0.97	0.00
C3	115 T-line			0.00
		3.06	3.06	0.00
C6	N/A			18.50
		1.05	0.00	18.50
I10	Highway			38.80
		4.00	4.00	38.80
I11	Highway			6.30
		0.65	0.65	6.30
I7	County/Twp. Road			104.50
		10.77	10.77	104.50
MF2	None			17.30
		0.95	0.00	17.30
I12	345 T-line			0.00
		0.63	0.63	0.00
I13	Highway			3.40
		0.86	0.35	3.40
	None			9.30
		0.86	0.51	9.30
I14	345 T-line			0.00
		0.89	0.89	0.00

Assumptions:

1. ROW Required represents (in acres) the amount of additional ROW that will be needed based on the structure types proposed.
2. The total ROW needed for the 345 kV Davit Arm Structure is 150 feet, whereas 75 feet of total ROW is required for 115 kV Davit Arm Structures when the transmission line is routed cross-country.
3. When paralleling a road, 80 feet of ROW is required for a 345 kV Davit Arm Structure, whereas 42.5 feet of ROW is required for a 115 kV Davit Arm Structure.
4. No additional ROW will be required if the transmission line follows the existing 161 kV ROW.
5. Shared length is the length of ROW that the proposed route will follow.

Corridor Sharing Summary

Project	Routing	Corridor Shared	Segment	Total Length	Shared Length	Percent Shared
115	E	Highway				98%
						100%
			EW1	3.59		100%
					3.59	100%
						100%
		Twp. Road				98%
			E2	6.98		100%
					6.98	100%
						100%
			E3	6.60		100%
					6.60	100%
						100%
			E4	8.99		100%
					8.99	100%
						100%
			E5	10.50		90%
					9.50	90%
						90%
	W	Highway				72%
						100%
			EW1	3.59		100%
					3.59	100%
						100%
		None				0%
			W2	1.94		0%
					0.00	0%
						0%
						0%
		Twp. Road				83%
			W3	4.99		100%
					4.99	100%
						100%
			W4	7.05		57%
					4.05	57%
						57%
			W5	9.56		90%
					8.56	90%
						90%
			W6	9.04		83%
					7.54	83%
						83%
WSubC	69 kV T-Line					70%
						10%
			AW1	5.00		10%
					0.50	10%
						10%

Corridor Sharing Summary

115	WSubC	Twp. Road				82%
			AW1			80%
				5.00		80%
					4.00	80%
						80%
			W3			100%
				4.99		100%
					4.99	100%
						100%
			W4			57%
				7.05		57%
					4.05	57%
						57%
			W5			90%
				9.56		90%
					8.56	90%
						90%
			W6			83%
				9.04		83%
					7.54	83%
						83%
345						
	1					91%
		161 T-line				100%
			C7			100%
				1.00		100%
					1.00	100%
						100%
			T10			100%
				10.51		100%
					10.51	100%
						100%
			T14			100%
				4.03		100%
					4.03	100%
						100%
			T15			100%
				1.05		100%
					1.05	100%
						100%
			T9			100%
				1.74		100%
					1.74	100%
						100%
		345 T-line				100%
			I15			100%
				1.13		100%
					1.13	100%
						100%
		County/Twp. Road				62%
			C5			100%
				1.50		100%
					1.50	100%
						100%
			I8			24%
				13.75		24%
					3.25	24%
						24%
		Highway				91%
			I1			100%
				3.23		100%
					3.23	100%
						100%

Corridor Sharing Summary

345	1	Highway	I2	1.95	1.95	100%
						100%
						100%
						100%
			I3	4.51	4.51	100%
						100%
						100%
			I4	11.47	11.47	100%
						100%
						100%
			I5	21.94	21.94	100%
						100%
						100%
			I6	7.22	4.00	55%
						55%
						55%
			I8	13.75	10.50	76%
						76%
						76%
			I9	2.98	2.98	100%
						100%
						100%
						100%
	1SubC					88%
		161 T-line				100%
			C7	1.00	1.00	100%
						100%
						100%
			T10	10.51	10.51	100%
						100%
						100%
			T14	4.03	4.03	100%
						100%
						100%
			T15	1.05	1.05	100%
						100%
						100%
			T8	4.08	4.08	100%
						100%
						100%
			T9	1.74	1.74	100%
						100%
						100%
						100%
		345 T-line				100%
			I15	1.13	1.13	100%
						100%
						100%
						100%

Corridor Sharing Summary

345	1SubC	County/Twp. Road			62%
			C5		100%
				1.50	100%
				1.50	100%
					100%
			I8		24%
				13.75	24%
				3.25	24%
					24%
		Highway			97%
			I1		100%
				3.23	100%
				3.23	100%
					100%
			I2		100%
				1.95	100%
				1.95	100%
					100%
			I3		100%
				4.51	100%
				4.51	100%
					100%
			I4		100%
				11.47	100%
				11.47	100%
					100%
			I5		100%
				21.94	100%
				21.94	100%
					100%
			I8		76%
				13.75	76%
				10.50	76%
					76%
			I9		100%
				2.98	100%
				2.98	100%
					100%
		None			0%
			C4		0%
				2.98	0%
				0.00	0%
					0%
2					71%
		115 T-line			20%
			T1		20%
				3.56	20%
				0.70	20%
					20%
		161 T-line			100%
			T10		100%
				10.51	100%
				10.51	100%
					100%
			T11		100%
				10.40	100%
				10.40	100%
					100%
			T14		100%
				4.03	100%
				4.03	100%
					100%

Corridor Sharing Summary

345	2	161 T-line	T2	1.97	1.97	100%
						100%
						100%
						100%
			T3	4.52	4.52	100%
						100%
						100%
			T4	5.36	5.36	100%
						100%
						100%
			T6	2.21	2.21	100%
						100%
						100%
			T7	21.51	21.51	100%
						100%
						100%
			T8	4.08	4.08	100%
						100%
						100%
			T9	1.74	1.74	100%
						100%
						100%
		345 T-line				17%
			T1	3.56	0.60	17%
						17%
						17%
		County/Twp. Road				100%
			T5	6.65	6.65	100%
						100%
						100%
						100%
		None				0%
			MF1	2.16	0.00	0%
						0%
						0%
			T12	4.01	0.00	0%
						0%
						0%
			T13	3.00	0.00	0%
						0%
						0%
						0%

Assumptions:

1. Corridor Shared represents the type of existing corridor present along the Route.
2. Shared Length is the length of the segment that is shared with the type of ROW in Corridor Shared.
3. Percent Shared represents the percentage of the total length that is shared.

Corridor Sharing Summary - Segments Not Selected

Segment	Corridor Shared	Total Length	Shared Length	Percent Shared
C1	161 T-line	0.28	0.28	100%
C2	345 T-line	0.97	0.97	100%
C3	115 T-line	3.06	3.06	100%
C6	N/A	1.05	0.00	0%
I10	Highway	4.00	4.00	100%
I11	Highway	0.65	0.65	100%
I7	County/Twp. Road	10.77	10.77	100%
MF2	None	0.95	0.00	0%
I12	345 T-line	0.63	0.63	100%
I13	Highway	0.86	0.35	41%
I14	345 T-line	0.89	0.89	100%

Assumptions:

1. Corridor Shared represents the type of existing corridor present along the Route.
2. Shared Length is the length of the segment that is shared with the type of ROW in Corridor Shared.
3. Percent Shared represents the percentage of the total length that is shared.

Transmission Line Costs

Project	Route	Structure Type	Segment	Length	Line Cost	ROW Cost	Total Cost
115							
	E				\$12,831,000	\$623,220	\$13,454,257
		115 kV Single Steel Pole			\$12,831,000	\$623,220	\$13,454,257
			E2	6.98	\$2,443,000	\$118,660	\$2,561,667
			E3	6.60	\$2,310,000	\$112,200	\$2,422,207
			E4	8.99	\$3,146,500	\$152,830	\$3,299,339
			E5	10.50	\$3,675,000	\$178,500	\$3,853,511
			EW1	3.59	\$1,256,500	\$61,030	\$1,317,534
	W				\$14,609,500	\$853,400	\$15,462,978
		115 kV Single Steel Pole			\$8,109,500	\$452,370	\$8,561,925
			EW1	3.59	\$1,256,500	\$61,030	\$1,317,534
			W2	1.94	\$679,000	\$32,980	\$711,982
			W3	3.99	\$1,396,500	\$84,830	\$1,481,335
			W4	7.05	\$2,467,500	\$119,850	\$2,587,357
			W5	1.00	\$350,000		\$350,010
				2.56	\$896,000		\$896,010
			W6	1.50	\$1,064,000	\$153,680	\$1,217,698
				1.54	\$525,000		\$525,009
					\$539,000	\$153,680	\$692,689
		115/69 kV Single Steel Pole			\$6,500,000	\$401,030	\$6,901,054
			W3	1.00	\$500,000	\$84,830	\$584,835
			W5	6.00	\$3,000,000	\$162,520	\$3,162,530
			W6	6.00	\$3,000,000	\$153,680	\$3,153,689
	WSubC				\$13,253,000	\$844,390	\$14,097,454
		115 kV Single Steel Pole			\$6,503,000	\$358,360	\$6,861,395
			W3	3.99	\$1,396,500	\$84,830	\$1,481,335
			W4	7.05	\$2,467,500	\$119,850	\$2,587,357

Transmission Line Costs

Project	Route	Structure Type	Segment	Length	Line Cost	ROW Cost	Total Cost
115	WSubC	115 kV Single Steel Pole	W6		\$1,064,000	\$153,680	\$1,217,698
				1.50	\$525,000		\$525,009
				1.54	\$539,000	\$153,680	\$692,689
			AW1		\$1,575,000		\$1,575,005
				4.50	\$1,575,000		\$1,575,005
		115/69 kV Single Steel Pole			\$6,750,000	\$486,030	\$7,236,059
			W3		\$500,000	\$84,830	\$584,835
				1.00	\$500,000	\$84,830	\$584,835
			W5		\$3,000,000	\$162,520	\$3,162,530
				6.00	\$3,000,000	\$162,520	\$3,162,530
			W6		\$3,000,000	\$153,680	\$3,153,689
				6.00	\$3,000,000	\$153,680	\$3,153,689
			AW1		\$250,000	\$85,000	\$335,005
				0.50	\$250,000	\$85,000	\$335,005
345							
	1				\$47,037,000	\$3,665,617	\$50,702,705
		345 kV Single Steel Pole			\$34,275,000	\$2,855,108	\$37,130,176
			C5		\$750,000	\$62,475	\$812,477
				1.50	\$750,000	\$62,475	\$812,477
			I1		\$1,615,000	\$134,530	\$1,749,533
				3.23	\$1,615,000	\$134,530	\$1,749,533
			I2		\$975,000	\$81,218	\$1,056,219
				1.95	\$975,000	\$81,218	\$1,056,219
			I3		\$2,255,000	\$187,842	\$2,442,846
				4.51	\$2,255,000	\$187,842	\$2,442,846
			I4		\$5,735,000	\$477,726	\$6,212,737
				11.47	\$5,735,000	\$477,726	\$6,212,737
			I5		\$10,970,000	\$913,801	\$11,883,823
				21.94	\$10,970,000	\$913,801	\$11,883,823
			I6		\$3,610,000	\$300,713	\$3,910,720
				7.22	\$3,610,000	\$300,713	\$3,910,720
			I8		\$6,875,000	\$572,688	\$7,447,701
				13.75	\$6,875,000	\$572,688	\$7,447,701
			I9		\$1,490,000	\$124,117	\$1,614,120
				2.98	\$1,490,000	\$124,117	\$1,614,120
		345/161 kV Single Steel Pole			\$11,914,500	\$763,445	\$12,677,963
			C7		\$650,000	\$41,650	\$691,651
				1.00	\$650,000	\$41,650	\$691,651
			T10		\$6,831,500	\$437,742	\$7,269,252
				10.51	\$6,831,500	\$437,742	\$7,269,252
			T14		\$2,619,500	\$167,850	\$2,787,354
				4.03	\$2,619,500	\$167,850	\$2,787,354

Transmission Line Costs

Project	Route	Structure Type	Segment	Length	Line Cost	ROW Cost	Total Cost
345	1	345/161 kV Single Steel Pole	T15		\$682,500	\$43,733	\$726,234
				1.05	\$682,500	\$43,733	\$726,234
			T9		\$1,131,000	\$72,471	\$1,203,473
				1.74	\$1,131,000	\$72,471	\$1,203,473
		345/345 kV Single Steel Pole			\$847,500	\$47,065	\$894,566
			I15		\$847,500	\$47,065	\$894,566
				1.13	\$847,500	\$47,065	\$894,566
					\$53,059,500	\$3,569,822	\$56,629,414
		345 kV Single Steel Pole			\$9,040,000	\$807,177	\$9,847,196
			MF1		\$1,080,000	\$89,964	\$1,169,966
				2.16	\$1,080,000	\$89,964	\$1,169,966
			T1		\$1,130,000	\$148,274	\$1,278,278
				2.26	\$1,130,000	\$148,274	\$1,278,278
			T12		\$2,005,000	\$167,017	\$2,172,021
				4.01	\$2,005,000	\$167,017	\$2,172,021
			T13		\$1,500,000	\$124,950	\$1,624,953
				3.00	\$1,500,000	\$124,950	\$1,624,953
			T5		\$3,325,000	\$276,973	\$3,601,979
				6.65	\$3,325,000	\$276,973	\$3,601,979
		345/115 kV Single Steel Pole			\$455,000		\$455,004
			T1		\$455,000		\$455,004
				0.70	\$455,000		\$455,004
		345/161 kV Single Steel Pole			\$43,114,500	\$2,762,645	\$45,877,211
			T10		\$6,831,500	\$437,742	\$7,269,252
				10.51	\$6,831,500	\$437,742	\$7,269,252
			T11		\$6,760,000	\$433,160	\$7,193,170
				10.40	\$6,760,000	\$433,160	\$7,193,170
			T14		\$2,619,500	\$167,850	\$2,787,354
				4.03	\$2,619,500	\$167,850	\$2,787,354
			T2		\$1,280,500	\$82,051	\$1,362,552
				1.97	\$1,280,500	\$82,051	\$1,362,552
			T3		\$2,938,000	\$188,258	\$3,126,263
				4.52	\$2,938,000	\$188,258	\$3,126,263
			T4		\$3,484,000	\$223,244	\$3,707,249
				5.36	\$3,484,000	\$223,244	\$3,707,249
			T6		\$1,436,500	\$92,047	\$1,528,549
				2.21	\$1,436,500	\$92,047	\$1,528,549
			T7		\$13,981,500	\$895,892	\$14,877,413
				21.51	\$13,981,500	\$895,892	\$14,877,413
			T8		\$2,652,000	\$169,932	\$2,821,936
				4.08	\$2,652,000	\$169,932	\$2,821,936
			T9		\$1,131,000	\$72,471	\$1,203,473
				1.74	\$1,131,000	\$72,471	\$1,203,473

Transmission Line Costs

Project	Route	Structure Type	Segment	Length	Line Cost	ROW Cost	Total Cost
345	2	345/345 kV Single Steel Pole			\$450,000		\$450,004
			T1		\$450,000		\$450,004
				0.60	\$450,000		\$450,004
	1SubC				\$47,569,000	\$3,658,953	\$51,228,040
		345 kV Single Steel Pole			\$32,155,000	\$2,678,512	\$34,833,576
			C4		\$1,490,000	\$124,117	\$1,614,120
				2.98	\$1,490,000	\$124,117	\$1,614,120
			C5		\$750,000	\$62,475	\$812,477
				1.50	\$750,000	\$62,475	\$812,477
			I1		\$1,615,000	\$134,530	\$1,749,533
				3.23	\$1,615,000	\$134,530	\$1,749,533
			I2		\$975,000	\$81,218	\$1,056,219
				1.95	\$975,000	\$81,218	\$1,056,219
			I3		\$2,255,000	\$187,842	\$2,442,846
				4.51	\$2,255,000	\$187,842	\$2,442,846
			I4		\$5,735,000	\$477,726	\$6,212,737
				11.47	\$5,735,000	\$477,726	\$6,212,737
			I5		\$10,970,000	\$913,801	\$11,883,823
				21.94	\$10,970,000	\$913,801	\$11,883,823
			I8		\$6,875,000	\$572,688	\$7,447,701
				13.75	\$6,875,000	\$572,688	\$7,447,701
			I9		\$1,490,000	\$124,117	\$1,614,120
				2.98	\$1,490,000	\$124,117	\$1,614,120
		345/161 kV Single Steel Pole			\$14,566,500	\$933,377	\$15,499,899
			C7		\$650,000	\$41,650	\$691,651
				1.00	\$650,000	\$41,650	\$691,651
			T10		\$6,831,500	\$437,742	\$7,269,252
				10.51	\$6,831,500	\$437,742	\$7,269,252
			T14		\$2,619,500	\$167,850	\$2,787,354
				4.03	\$2,619,500	\$167,850	\$2,787,354
			T15		\$682,500	\$43,733	\$726,234
				1.05	\$682,500	\$43,733	\$726,234
			T8		\$2,652,000	\$169,932	\$2,821,936
				4.08	\$2,652,000	\$169,932	\$2,821,936
			T9		\$1,131,000	\$72,471	\$1,203,473
				1.74	\$1,131,000	\$72,471	\$1,203,473
		345/345 kV Single Steel Pole			\$847,500	\$47,065	\$894,566
			I15		\$847,500	\$47,065	\$894,566
				1.13	\$847,500	\$47,065	\$894,566

Assumptions:

1. All costs are estimates.
2. Line Cost does not include ROW Costs.
3. Total Cost incorporates estimated ROW Costs.
4. The 345 kV and 115 kV prices are assuming bundled conductors along the route.
5. Some rows do not have a value in the ROW Cost column so that the ROW costs are not double counted.

Transmission Line Costs - Segments Not Selected

Segment	Structure Type	Length	Line Cost	ROW Cost	Total Cost
C1			\$182,000	\$11,662	\$193,662
	345/161 kV Single Steel Pole		\$182,000	\$11,662	\$193,662
		0.28	\$182,000	\$11,662	\$193,662
C2			\$727,500	\$40,401	\$767,901
	345/345 kV Single Steel Pole		\$727,500	\$40,401	\$767,901
		0.97	\$727,500	\$40,401	\$767,901
C3			\$1,989,000	\$127,449	\$2,116,452
	345/115 kV Single Steel Pole		\$1,989,000	\$127,449	\$2,116,452
		3.06	\$1,989,000	\$127,449	\$2,116,452
C6			\$525,000	\$43,733	\$568,734
	345 kV Single Steel Pole		\$525,000	\$43,733	\$568,734
		1.05	\$525,000	\$43,733	\$568,734
I10			\$2,000,000	\$166,600	\$2,166,604
	345 kV Single Steel Pole		\$2,000,000	\$166,600	\$2,166,604
		4.00	\$2,000,000	\$166,600	\$2,166,604
I7			\$5,385,000	\$448,571	\$5,833,581
	345 kV Single Steel Pole		\$5,385,000	\$448,571	\$5,833,581
		10.77	\$5,385,000	\$448,571	\$5,833,581
MF2			\$475,000	\$39,568	\$514,568
	345 kV Single Steel Pole		\$475,000	\$39,568	\$514,568
		0.95	\$475,000	\$39,568	\$514,568
I12			\$472,500	\$26,240	\$498,740
	345/345 kV Single Steel Pole		\$472,500	\$26,240	\$498,740
		0.63	\$472,500	\$26,240	\$498,740
I13			\$860,000	\$71,638	\$931,640
	345 kV Single Steel Pole		\$860,000	\$71,638	\$931,640
		0.86	\$860,000	\$71,638	\$931,640
I14			\$667,500	\$37,069	\$704,569
	345/345 kV Single Steel Pole		\$667,500	\$37,069	\$704,569
		0.89	\$667,500	\$37,069	\$704,569

Assumptions:

1. All costs are estimates.
2. Line Cost does not include ROW Costs.
3. Total Cost incorporates estimated ROW Costs.
4. The 345 kV and 115 kV prices are assuming bundled conductors along the route.
5. Some rows do not have a value in the ROW Cost column so that the ROW costs are not double counted.

ARCHAEOLOGICAL AND ARCHITECTURAL SITES

Segment #

The route segment where the *Archaeological or Architectural Site #* was recorded.

Site Info

The type of resource recorded at the Archaeological Site #.

Eligibility

The Site eligibility for listing under the National Register of Historic Places (NRHP)

Comments

Information about Sites which overlap with another route segment

APPENDIX TABLE E-1 345 KV LINE ROUTE 1 – ARCHAEOLOGICAL SITES

Segment #	Archaeological Site #	Site Info	Eligibility	Comments
I4	21RK0047	Lithic Scatter	Not Eligible	Also Present In Segment T4
I6	21NOc	Not Determined	Not Eligible	Also Present In Segment I5 and C4
T9	No Sites	NA	NA	NA
T10	No Sites	NA	NA	NA
C5	No Sites	NA	NA	NA
I8	No Sites	NA	NA	NA
I9	No Sites	NA	NA	NA
C7	No Sites	NA	NA	NA
T14	No Sites	NA	NA	NA
T15	No Sites	NA	NA	NA
T11	No Sites	NA	NA	NA
C4*	21NO0022	Lithic Scatter	Not Eligible	Also Present In Segment T7 and T8
	21NO0024	Lithic Scatter	Not Eligible	Also Present In Segment T7
	21NO0030	Artifact Scatter	Not Eligible	Also Present In Segment T7 and T8
	21NO0032	Artifact Scatter	Not Eligible	Also Present In Segment T7 and T8
	21NO0033	Lithic Scatter	Not Eligible	Also Present In Segment T7 and T8
	21NOc	Not Determined	Not Eligible	Also Present In Segment I5 and I6
T8*	21NO0022	Lithic Scatter	Not Eligible	Also Present In Segment T7 and C4
	21NO0030	Artifact Scatter	Not Eligible	Also Present In Segment T7 and C4
	21NO0032	Artifact Scatter	Not Eligible	Also Present In Segment T7 and C4
	21NO0033	Lithic Scatter	Not Eligible	Also Present In Segment T7 and C4

*Line segment will be added if Substation C is used

APPENDIX TABLE E-2
345 KV LINE ROUTE 1 – ARCHITECTURAL SITES

Segment #	Architectural Site #	Site Info	Eligibility	Comments
I4	RK-BCT-003	Farmstead	Undetermined	Also Present In Segment T4
	RK-BCT-004	Farmhouse	Undetermined	Also Present In Segment T4
	RK-BCC-001	Bank	Eligible	NA
	RK-BCC-002	Commercial Building	Undetermined	NA
	RK-BCC-003	Bridge	Eligible	NA
	RK-BCC-004	Bridge	Undetermined	NA
	RK-LVT-004	Bridge	Undetermined	NA
I5	RK-LVT-001	Bridge	Eligible	Moved
	RK-MGT-001	Estate	Undetermined	NA
	RK-MGT-002	Bridge	Potentially Eligible	NA
	RK-MGT-005	Bridge	Potentially Eligible	Razed
	RK-MGT-007	School	Potentially Eligible	NA
	RK-MCG-001	Bank	Undetermined	NA
	RK-MCG-002	Post Office	Undetermined	NA
	RK-MCG-003	Steak House	Undetermined	NA
	NO-ADC-001	Church	Eligible	NA
	NO-ADC-002	Bank	Eligible	Also Present In Segment I6 and C4
	NO-ADC-003	Store Building	Undetermined	Also Present In Segment I6 and C4
	NO-ADC-004	Dentist Office	Undetermined	Also Present In Segment I6 and C4
	NO-ADC-005	Hotel	Undetermined	Also Present In Segment I6 and C4
	NO-ADC-007	Hotel	Eligible	NA
	NO-OLN-001	House	Undetermined	NA
I6	NO-ADC-002	Bank	Eligible	Also Present In Segment I5 and C4
	NO-ADC-003	Store Building	Undetermined	Also Present In Segment I5 and C4
	NO-ADC-004	Dentist Office	Undetermined	Also Present In Segment I5 and C4
	NO-ADC-005	Hotel	Undetermined	Also Present In Segment I5 and C4
T9	No Sites	NA	NA	NA
T10	NO-ELK-001	Town hall	Undetermined	NA

Segment #	Architectural Site #	Site Info	Eligibility	Comments
C5	No Sites	NA	NA	NA
I8	JK-EWT-001	Town hall	Undetermined	NA
	JK-EWT-002	Church	Undetermined	NA
I9	JK-RST-001	Church	Undetermined	Also Present In Segment T12, T13 and C6
	JK-RST-002	School	Undetermined	Also Present In Segment T12, T13 and C6
	JK-RST-003	Teacherage	Undetermined	Also Present In Segment T12, T13 and C6
	JK-RST-005	Farmhouse	Undetermined	Also Present In Segment I10
	JK-RST-006	Barn	Undetermined	Also Present In Segment I10
	JK-RST-007	Granary	Undetermined	Also Present In Segment I10
	JK-RST-008	Corncrib	Undetermined	Also Present In Segment I10
	JK-RST-009	Barn	Undetermined	Also Present In Segment I10
C7	No Sites	NA	NA	NA
T14	No Sites	NA	NA	NA
T15	No Sites	NA	NA	NA
TI1	No Sites	NA	NA	NA
C4*	NO-ADC-002	Bank	Eligible	Also Present In Segment I5 and I6
	NO-ADC-003	Store	Undetermined	Also Present In Segment I5 and I6
	NO-ADC-004	Dentist Office	Undetermined	Also Present In Segment I5 and I6
	NO-ADC-005	Hotel	Undetermined	Also Present In Segment I5 and I6
T8*	No Sites	NA	NA	NA

*Line segment will be added if Substation C is used

APPENDIX TABLE E-3
345 LINE ROUTE 2 – ARCHAEOLOGICAL SITES

Segment #	Archaeological Site #	Site Info	Eligibility	Comments
T4	21RK0044	Single Artifact	Not Eligible	NA
	21RK0047	Lithic Scatter	Not Eligible	Also Present In Segment I4
	21RK0048	Single Artifact	Not Eligible	NA
T5	No Sites	NA	NA	NA
T6	No Sites	NA	NA	NA
T7	21RK0008	Earthwork, Rock Alignment	Not Eligible	NA
	21RK0009	Earthwork, Lithic Scatter	Not Eligible	NA
	21RK0015	Lithic Scatter	Not Eligible	NA
	21RK0016	Artifact Scatter	Not Eligible	NA
	21RK0022	Lithic Scatter	Not Eligible	NA
	21RK0023	Artifact Scatter	Not Eligible	NA
	21RK0030	Lithic Scatter	Not Eligible	NA
	21RK0031	Lithic Scatter	Not Eligible	NA
	21NO0022	Lithic Scatter	Not Eligible	Also Present In Segment T8 and C4
	21NO0024	Lithic Scatter	Not Eligible	NA
	21NO0026	Lithic Scatter	Not Eligible	NA
	21NO0030	Artifact Scatter	Not Eligible	Also Present In Segment T8 and C4
	21NO0032	Artifact Scatter	Not Eligible	Also Present In Segment T8 and C4
	21NO0033	Lithic Scatter	Not Eligible	Also Present In Segment T8 and C4
T8	21NO0022	Lithic Scatter	Not Eligible	Also Present In Segment T7 and C4
	21NO0030	Artifact Scatter	Not Eligible	Also Present In Segment T7 and C4
	21NO0032	Artifact Scatter	Not Eligible	Also Present In Segment T7 and C4
	21NO0033	Lithic Scatter	Not Eligible	Also Present In Segment T7 and C4
T9	No Sites	NA	NA	NA
T10	No Sites	NA	NA	NA
T11	21NOe	Not Determined	Not Eligible	NA
T12	No Sites	NA	NA	NA
T13	No Sites	NA	NA	NA
T14	No Sites	NA	NA	NA
MF1	No Sites	NA	NA	NA

**APPENDIX TABLE E-4
345 LINE ROUTE 2 – ARCHITECTURAL SITES**

Segment #	Architectural Site #	Site Info	Eligibility	Comments
T4	RK-BCT-003	Farmstead	Undetermined	Also Present In Segment I4
	RK-BCT-004	Farmhouse	Undetermined	Also Present In Segment I4
	RK-BCT-005	Bridge	Potentially Eligible	NA
T5	RK-BCT-001	House	Eligible	Razed
	RK-MND-024	Bridge	Undetermined	Also Present In Segment T6
T6	RK-MND-024	Bridge	Undetermined	Also Present In Segment T5
T7	RK-MND-014	House	Undetermined	NA
	RK-MND-015	Mound	Undetermined	NA
	RK-MND-019	Bridge	Potentially Eligible	NA
	RK-MND-020	State Park	Undetermined	NA
	RK-LVT-005	Bridge	Undetermined	NA
	RK-VNA-002	Bridge	Potentially Eligible	NA
T8	No Sites	NA	NA	NA
T9	No Sites	NA	NA	NA
T10	NO-ELK-001	Town hall	Undetermined	NA
T11	NO-BRC-001	Park	Undetermined	NA
	NO-BRC-002	Bank	Undetermined	NA
	NO-BRC-003	Bank	Undetermined	NA
	NO-BRC-004	House	Undetermined	Razed
	JK-ABA-001	Bridge	Potentially Eligible	NA
	JK-ABA-002	Bridge	Potentially Eligible	NA
T12	JK-RST-001	Church	Undetermined	Also Present In Segment T13, I9 and C6
	JK-RST-002	School	Undetermined	Also Present In Segment T13, I9 and C6
	JK-RST-003	Teacherage	Undetermined	Also Present In Segment T13, I9 and C6
T13	JK-RST-001	Church	Undetermined	Also Present In Segment T12, I9 and C6
	JK-RST-002	School	Undetermined	Also Present In Segment T12, I9 and C6
	JK-RST-003	Teacherage	Undetermined	Also Present In Segment T12, I9 and C6
T14	No Sites	NA	NA	NA

Segment #	Architectural Site #	Site Info	Eligibility	Comments
MF1	JK-LKC-002	Church	Undetermined	NA
	JK-LKC-003	Rectory	Undetermined	NA
	JK-LKC-004	Church	Undetermined	NA
	JK-LKC-005	House	Undetermined	NA
	JK-LKC-006	Hospital	Undetermined	NA
	JK-LKC-007	Church	Undetermined	NA
	JK-LKC-008	School	Undetermined	NA
	JK-LKC-009	Church	Undetermined	NA
	JK-LKC-010	House	Undetermined	NA
	JK-LKC-011	House	Undetermined	NA
	JK-LKC-012	House	Undetermined	NA
	JK-LKC-013	House	Undetermined	NA
	JK-LKC-017	Hotel	Eligible	Razed
	JK-LKC-018	Block	Undetermined	NA
	JK-LKC-019	Bank	Undetermined	NA
	JK-LKC-020	Store	Undetermined	NA
	JK-LKC-021	Commercial Building	Undetermined	NA
	JK-LKC-022	Commercial Building	Undetermined	NA
	JK-LKC-023	Commercial Building	Undetermined	NA
	JK-LKC-024	Commercial Building	Undetermined	NA
	JK-LKC-025	Commercial Building	Undetermined	NA
	JK-LKC-026	Commercial Building	Undetermined	NA
	JK-LKC-027	Commercial Building	Undetermined	NA
	JK-LKC-029	House	Undetermined	NA
	JK-LKC-030	Gazebo	Undetermined	NA
	JK-LKC-031	House	Undetermined	NA

APPENDIX TABLE E-5
115 LINE ROUTE E– ARCHAEOLOGICAL SITES

Segment #	Archaeological Site #	Site Info	Eligibility	Comments
EW1	No Sites	NA	NA	NA
E2	No Sites	NA	NA	NA
E3	No Sites	NA	NA	NA
E4	No Sites	NA	NA	NA
E5	21MO0028	Rock Alignment	Not Eligible	NA
	21MU0062	Single Artifact	Undetermined	Also Present In Segment E7 and W1
	21MU0063	Lithic Scatter	Undetermined	Also Present In Segment E7 and W1

APPENDIX TABLE E-6
115 LINE ROUTE E – ARCHITECTURAL SITES

Segment #	Architectural Site #	Site Info	Eligibility	Comments
EW1	No Sites	NA	NA	NA
E2	No Sites	NA	NA	NA
E3	No Sites	NA	NA	NA
E4	No Sites	NA	NA	NA
E5	No Sites	NA	NA	NA

**APPENDIX TABLE E-7
115 LINE ROUTE W – ARCHAEOLOGICAL SITES**

Segment #	Archaeological Site #	Site Info	Eligibility	Comments
EW1	No Sites	NA	NA	NA
W2	No Sites	NA	NA	NA
W3	21NOj	Earthwork	Not Eligible	Also Present In Segment AW1
W4	No Sites	NA	NA	NA
W5	21MUaa	Artifact Scatter	Not Eligible	NA
W6	21MUf	Earthwork	Not Eligible	NA
	21MUg	Lithic Scatter	Not Eligible	NA
	21MU0006	Rock Alignment, Rock Art	Not Eligible	NA
	21MU0062	Single Artifact	Undetermined	Also Present In Segment E5 and E7
	21MU0063	Lithic Scatter	Undetermined	Also Present In Segment E5 and E7
	21MU0065	Rock Alignment	Undetermined	NA
AW1*	21NOj	Earthwork	Not Eligible	Also Present In Segment W3
	21NO0028	Lithic Scatter	Not Eligible	NA
	21NO0029	Lithic Scatter	Not Eligible	NA

* Line segment will be added if Substation C is used

**APPENDIX TABLE E-8
115 LINE ROUTE W – ARCHITECTURAL SITES**

Segment #	Architectural Site #	Site Info	Eligibility	Comments
EW1	No Sites	NA	NA	NA
W2	No Sites	NA	NA	NA
W3	No Sites	NA	NA	NA
W4	No Sites	NA	NA	NA
W5	MU-CNC-004	Church	Undetermined	NA
	MU-FEN-001	School	Undetermined	NA
W6	MU-CHR-001	Buffalo Ridge	Undetermined	NA
AW1*	No Sites	NA	NA	NA

* Line segment will be added if Substation C is used

APPENDIX TABLE E-9
NOBLES SUBSTATION – ARCHAEOLOGICAL SITES

Substation	Archaeological Site #	Site Info	Eligibility	Comments
A	No Sites	NA	NA	NA
B	No Sites	NA	NA	NA
C	21NO0022	Lithic Scatter	Not Eligible	Also Present In Segment T7, T8 and C4
	21NO0024	Lithic Scatter	Not Eligible	Also Present In Segment T7 and C4
	21NO0030	Artifact Scatter	Not Eligible	Also Present In Segment T7, T8 and C4
	21NO0032	Artifact Scatter	Not Eligible	Also Present In Segment T7, T8 and C4
	21NO0033	Lithic Scatter	Not Eligible	Also Present In Segment T7, T8 and C4

APPENDIX TABLE E-10
NOBLES SUBSTATION – ARCHITECTURAL SITES

Substation	Architectural Site #	Site Info	Eligibility	Comments
A	No Sites	NA	NA	NA
B	No Sites	NA	NA	NA
C	No Sites	NA	NA	NA

**APPENDIX TABLE E-11
SEGMENTS NOT SELECTED– ARCHAEOLOGICAL SITES**

Segment #	Archaeological Site #	Site Info	Eligibility	Comments
I7	No Sites	NA	NA	NA
I10	No Sites	NA	NA	NA
I11	No Sites	NA	NA	NA
MF2	No Sites	NA	NA	NA
C3	No Sites	NA	NA	NA
C6	No Sites	NA	NA	NA
C7	No Sites	NA	NA	NA
TI1	No Sites	NA	NA	NA
AW1	21NOj	Earthwork	Not Eligible	Also Present In Segment W3
	21NO0028	Lithic Scatter	Not Eligible	NA
	21NO0029	Lithic Scatter	Not Eligible	NA
C1	No Sites	NA	NA	NA
C2	No Sites	NA	NA	NA

**APPENDIX TABLE E-12
SEGMENTS NOT SELECTED– ARCHITECTURAL SITES**

Segment #	Architectural Site #	Site Info	Eligibility	Comments
I7	No Sites	NA	NA	NA
I10	JK-RST-005	Farmhouse	Undetermined	Also Present In Segment I9
	JK-RST-006	Barn	Undetermined	Also Present In Segment I9
	JK-RST-007	Granary	Undetermined	Also Present In Segment I9
	JK-RST-008	Corncrib	Undetermined	Also Present In Segment I9
	JK-RST-009	Barn	Undetermined	Also Present In Segment I9
I11	No Sites	NA	NA	NA
MF2	No Sites	NA	NA	NA
C3	No Sites	NA	NA	NA
C6	JK-RST-001	Church	Undetermined	Also Present In Segment T12, T13 and I9
	JK-RST-002	School	Undetermined	Also Present In Segment T12, T13 and I9
	JK-RST-003	Teacherage	Undetermined	Also Present In Segment T12, T13 and I9
C7	No Sites	NA	NA	NA
T11	No Sites	NA	NA	NA
AW1	No Sites	NA	NA	NA
C1	No Sites	NA	NA	NA
C2	No Sites	NA	NA	NA